



Fact Sheet

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FAA Reinforces Runway Safety Commitment

Following through on its commitment to the ambitious government and industry plan to improve safety at U.S. airports, the Federal Aviation Administration (FAA) has proposed extending the enhanced standards for taxiway centerline markings to all certificated airports to reduce the risk of runway incursions. Simultaneously, the FAA is recommending regular recurrent driver training for all persons with access to the movement area and ramp areas at certificated airports.

Acting FAA Administrator Bobby Sturgell has commended the airport community for swiftly answering the FAA's call to improve runway safety. The FAA is now proposing actions designed to help some smaller airports make the same important safety improvements.

Airport Markings

The FAA has adopted the enhanced taxiway centerline as the standard at medium and large airports (those with more than 1.5 million enplanements). These 75 larger airports are required to upgrade their markings by June 30, 2008, and most have already completed the work. Of a total of 567 certificated airports, more than 300 are in some stage of voluntarily adopting the standard. The *Call To Action* extends the requirement to all airports certificated under Part 139 and is also mandatory for airport projects receiving federal funds under the Airport Grant Assistance and the Passenger Facility Charge programs. The December 2007 draft change to Advisory Circular (AC) *Standard Airport Markings* would adopt the enhanced marking as standard signage at all certificated airports. The due date for public comments is February 26.

Recurrent Driver Training

The FAA also has proposed guidance that strongly recommends regular recurrent driver training for all persons with access to the movement area and ramp apron areas. All of the 567 certificated airports in the United States require initial and recurrent training for airport employees such as airport police and airport maintenance workers.

As a result of the *Call To Action*, there are now 385 airports that require recurrent training for non-airport employees such as Fixed-Based Operators or airline mechanics. Additionally, 97 airports plan to adopt this requirement. The December 2007 draft AC *Ground Vehicle Operations on Airports* encourages all certificated airports to conduct initial and recurrent driver training. Comments are due by February 26.

Online Advisory Circulars

Draft AC No. 150/5340-1J *Standard Airport Markings* and Draft AC No. 150/5210-20 *Ground Vehicle Operations on Airports* are both available online at: http://www.faa.gov/airports_airtraffic/airports/resources/draft_advisory_circulars/

Background

On August 15, 2007, FAA and industry leaders agreed to the *Call To Action* plan to improve safety at U.S. airports by focusing on solutions in: cockpit procedures, airport signage and markings, air traffic procedures, and technology. Enhanced airports signs and markings were implemented within 60 days. Other short-term steps focused on improved procedures and increased training for airport and airline personnel. The FAA and industry are now moving forward with mid- and long-term solutions. For more information, go to http://www.faa.gov/news/fact_sheets/.

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